

THE HONGKONG TELEGRAPH, MONDAY, JUNE 18, 1888.

CONTINENTAL.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank	157 per cent.
London, Insurance Premiums	873 per cent.
Chinese, sellers	
China Traders' Insurance Company	872 per cent.
North China Proprietary Co.	872 per cent., buyers
Canadian Pacific Railway	185 per share, buyers
Canada, Financial Company, Limited	874 per cent., buyers
Yankee, American	100 per share, buyers
Chinese Insurance Co., Ltd.	8170 per share, sellers
China, Insurance Co., Ltd.	150 per share
Hongkong Fire Insurance Company	8340 per share, sellers
China, Life Insurance Company	876 per share, buyers
Hongkong and W. Indies Dock Company	35 per cent., premium, buyers
Hongkong, Canton, and Macao Steamboat Co.	250 per share, buyers
China and Manchukuo Steamship Company	62 per share, buyers
Hongkong Gas Company	8135 per share, sellers
Hongkong Hotel Company	8175 per share, sellers
India-China Steam Navigation Company	1161 per cent., buyers
Canadian Steamship Company	854 per share, buyers
China, Sino-Refining Company, Limited	8167 per share, sellers
Luau Sino-Refining Company, Limited	849 per share, sellers
Hongkong Ice Company	475 per share, sellers
Hongkong and China Railway Company, Limited	820 per share
A. S. Watson & Co., Limited	90 per cent., premium, ex-div., buyers
Chinese Imperial Loan of 1884 A	2 per cent., premium
Chinese Imperial Loan of 1884 B	8 per cent., premium
Chinese Imperial Loan of 1884 C	10 per cent., premium, buyers
Chinese Imperial Loan of 1884 E	12 per cent., premium
Hongkong Manufacturing Company	162 per cent., buyers
Perak Tin Mining and Smelting Company	820 per cent., buyers
Pangon and Son, the Dava Samaritan Mining Co.	33 per cent., buyers
Hongkong and Kowloon Wharf and Godown Company	65 per cent., premium, buyers
Tonquin Coal Mining Co.	30 percent., premium, buyers
The Hongkong High-Level Tramway Co., Limited	150 per cent., premium, buyers
EXCHANGES	
ON CHINA BANK, T. T.	301
Bank Bills, ordinary	301
Bank Bills, at 30 days' sight	301
Bank Bills, at 4 months' sight	301
Credits, at 4 months' sight	301
Documentary Bills, at 3 months' sight	301
ON FRANCE	301
Bank Bills, on demand	381
Credits, at 4 months' sight	380
ON INDIA, T. T.	231
ON Thailand	220
ON SHANGHAI	73
EXPORT CARGO	
Per Antwerp, barge, for San Francisco	100 pieces Ship Planks, 121 packages Receds, 150 bags Coffee, 951 bags Tea (unknown), 115 bags Tapioca, 1,618 rolls Matting, 50 cases Gun Cotton, 26 packages Nattan, 6,350 bags Rice, 1,724 packages Soy, 1,925 cases Oil, 143 packages Joss Sticks, 1,870 packages Samshoo, 40 boxes Sugar, 118 boxes Chinaware, 97 boxes Fir Crackers, 153 boxes Tobacco, 20 bags Beans 100 boxes Medicine, 7,617 packages Merchandise

OPIUM MARKET—THIS DAY.

NEW MATWA	per picul,	\$520/70
(Allowance, Taels 64)		
OLD MATWA	per picul,	\$580
(Allowance, Taels 64)		
NEW PATA	(without choice) per chest	\$465
NEW PATA	(first choice) per chest	\$467
NEW PATA	(bottom) per chest	\$476
NEW PATA	(second choice) per chest	\$482
NEW BEARNA	(without choice) per chest	\$458
NEW BEARNA	(bottom) per chest	\$467
NEW PERSIAN (best quality) per picul	\$640
OLD PERSIAN (best quality) per picul	\$600
OLD PERSIAN (second quality) per picul	\$550

CHINA COAST METEOROLOGICAL REGISTER.

17th June, 1888.—At 4 p.m.

STATION	Lat.	Long.	Alt.	Temp.	Humid.	Wind.	Wdir.	Wdir.	Wdir.
Whalestock	20°48'	103°53'	1000	75	53	SW	SW	SW	SW
Tokio	20°45'	103°53'	1000	75	53	SW	SW	SW	SW
Nagasaki	20°47'	103°58'	1000	75	53	SW	SW	SW	SW
Shanghai	20°47'	103°58'	1000	75	53	SW	SW	SW	SW
Amoy	20°50'	104°00'	1000	75	53	SW	SW	SW	SW
Hongkong	20°43'	104°00'	1000	75	53	SW	SW	SW	SW
Holmwood	20°43'	104°00'	1000	75	53	SW	SW	SW	SW
Manila	20°44'	104°00'	1000	75	53	SW	SW	SW	SW

Directions to remove the drifts listed in the table on the right. The drifts are to be removed in the order in which they are listed, from north to south, part of the China Sea. Overcast, warm, and wet weather, Telegraphic communication interrupted.

1—Temperature in degrees Fahrenheit, 2—Humidity in percentage of saturation, 3—Humidity of air saturated with moisture being 100, 4—Dew point, 5—Clouds, 6—Dripping rain, 7—Fog, 8—Clouds, 9—Overcast, 10—Foggy, 11—Squally, 12—Rain, 13—Cloudy, 14—Dew, 15—Wet, 16—Rain, 17—Cloudy, 18—Cloudy, 19—Dense, 20—Cloudy, 21—Cloudy, 22—Cloudy, 23—Cloudy, 24—Cloudy, 25—Cloudy, 26—Cloudy, 27—Cloudy, 28—Cloudy, 29—Cloudy, 30—Cloudy, 31—Cloudy, 32—Cloudy, 33—Cloudy, 34—Cloudy, 35—Cloudy, 36—Cloudy, 37—Cloudy, 38—Cloudy, 39—Cloudy, 40—Cloudy, 41—Cloudy, 42—Cloudy, 43—Cloudy, 44—Cloudy, 45—Cloudy, 46—Cloudy, 47—Cloudy, 48—Cloudy, 49—Cloudy, 50—Cloudy, 51—Cloudy, 52—Cloudy, 53—Cloudy, 54—Cloudy, 55—Cloudy, 56—Cloudy, 57—Cloudy, 58—Cloudy, 59—Cloudy, 60—Cloudy, 61—Cloudy, 62—Cloudy, 63—Cloudy, 64—Cloudy, 65—Cloudy, 66—Cloudy, 67—Cloudy, 68—Cloudy, 69—Cloudy, 70—Cloudy, 71—Cloudy, 72—Cloudy, 73—Cloudy, 74—Cloudy, 75—Cloudy, 76—Cloudy, 77—Cloudy, 78—Cloudy, 79—Cloudy, 80—Cloudy, 81—Cloudy, 82—Cloudy, 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His Worship made a note of Mr. Denny's objections.

Captain Watson continuing:—On the 26th I took the irons off Rumbuck and confined him in a spare room, giving him his own bed and clothes. I personally attended him and gave him every comfort, also an hour's exercise every evening. At 9.30 a.m. on the 10th April in Gaspar Straits the ship took the ground, very gently, and came off in the evening without damage. From the 26th March to May 11th the conduct of the crew was anything but what it should have been. They did their work with cursing and swearing, breaking windows on the poop, calling out when pulling on the ropes "another pull for Jesus" and "home rule, for Ireland"; one man looked down the skylight into my cabin and said "come up you old—". On May 11th at 5.30 a.m. while Wilson was at the wheel I asked him where he was going with the ship, which was sailing on the wind. He was running the ship off, and told me "not to make a fuss about it." I then took the wheel from him when he said "remember you have struck me," which was a falsehood. This was entered in the log and the entry read over to him in the presence of the mate. I certainly did not strike him. On May 14th I was on deck at 2 in the morning, the chief officer's watch, and gave orders for a man to go on the look-out. I was Wilson's watch on deck and he was told to go, but refused, upon which I put him in confinement without food or water. I kept him in about 48 hours, but in passing through my cabin there was water which he could have helped himself to; he had to pass through my cabin to go to the W.C. I had another man in confinement—Rumbuck—and on the 16th the crew, all but the man on the look-out, and at the wheel came off, and demanded the release of the two men in confinement. Brennan was the spokesman. I refused to release the prisoners, upon which they went forward and very soon after came off on the poop demanding that I should put into Hongkong, on account of the ship having been on the ground. The ship was not suffering from the stranding and was making no water, whatever; she is a good iron ship. She was on the ground on the 19th April and this was on the 15th May, up to this time they had made no complaints. The ship had been surveyed at their request and she was all right. I refused to put into Hongkong. That night at 8 o'clock they refused to release either the wheel or the look-out, and at 8.30 the man who was at the wheel left it, when it was taken by one of the officers. This was at night on the 15th May. The next day they did not do any work, so I told the cook and steward to keep clear of them. The galley door was burst open by some of them, and I saw Brennan and Mortimer take each a duck and begin plucking them; they also helped themselves to the ship's stores. They did no work on the 17th and 18th, but at 8 p.m. on the 18th, Sharkey came aft and said "I am going the turn to." I said "very good, go on the lookout"; all the rest went to bed. On the 19th at 1 a.m. Custer came aft, and I told him that anything he had to say would have to be in the presence of my officers and during daylight. I told him I would shoot him like a dog, if he did not go away. On the 19th May at 3 p.m. we made the land, but could not take in sail during a squall owing to the crew being off duty. They were engaged playing cards, smoking and sleeping. Sharkey was the only man who appeared inclined to assist, I will give him the credit of that. Myself and the officers, the carpenter, boatswain, an apprentice, the cook and steward navigated the ship. On getting to Manila I called on the British Consul, and afterwards took five of the men before him, when they promised to resume their duty. I demanded a Naval Court which was not granted for ten or fourteen days afterwards. It was on the 23rd of May when I called on the Consul. On May 26th three of the men came off, and demanded tobacco at 6 o'clock in the morning. I refused to give them any, when they refused to do duty; Brennan was the leader. A survey was held in Manila by the crew's request; a diver went down and examined her carefully, when the surveyors gave the ship first class certificate, as being perfectly seaworthy. On coming on board the ship on the 10th the chief mate reported the fore-peak of the ship full of water; they were engaged busily pumping that compartment (sketch of fore-peak handed in to the Court); the fore-peak is the fore hold of the ship and holds about 45 tons. The water rose to the tweed beams, and the ship was drawing 21 feet forward. The water did not rise so high as the water outside because we were working the pump, and the mate went down and managed to stop the greater part of the leak. I communicated with the Consul next morning, who appointed another survey. On examining the hold I found that two or three planks of the wooden casing of the pump pipe had been removed. The leaden pipe was pierced, and the water streaming in. The pipe appeared to have been cut by a sheath-knife; the cut was across the pipe and the water came spouting through in a stream about 7 feet long. The cut could not have been made, and was assuredly wilfully done—I should say with a knife; marks of such an article as a crow-bar were left on a part of the casing. The whole of the fore-peak is at the disposal of the crew, and the fore-peak is got into by a scuttle-hatch before the windlass. There is a fixed iron ladder for going down, attached to an iron bulkhead; if the bulkhead had given way the water would have run into the main hold. The cook and steward slept aft and so did the carpenter. Nobody but the sixteen men now in the dock lived in the forecastle, but I don't know who actually did the damage; I have no idea. The man Sherman reported the leak to the mate. I put into Manila to save the ship and her cargo—to do the best for the owner's interests. My cargo was iron, and stowed diagonally; it consisted of 1,700 tons of iron rails. The vessel tonnage at the finish, The Harvey Brothers are pantomimists of rare ability, and as musical acrobats so far ahead of the famous Faust Family, who were accounted great in this particular. The Harveys are distinctly clever, and their method is artistic and free from vulgarity. Their performance has to be seen to be properly appreciated. We are afraid we cannot go into detail. The Rev. Dr. Chalmers and family arrived by the Formosa from Hongkong. He is on a visit to his son Mr. J. L. Chalmers, our Acting Commissioner.

Our tea season is now in full swing, all steamers leaving with full cargoes. The training vessel *Ping yuen* left for Foochow in ballast, and although their opening programme presented but few novel features, the performance as a whole was highly meritorious, and served to favorably introduce to the Hongkong public a clever and versatile combination.

We do not propose to club rately criticise the *Formosa* from Hongkong. He is on a visit to his son Mr. J. L. Chalmers, our Acting Commissioner.

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WATSON'S

A STRINGENT LEMONADE.

Is an excellent stomachic and preventative of Diarrhoea and is recommended by the Faculty.

During the present Season, avoid all doubtful foods; impure water, over-fatigue, and impure air.

A bottle of ASIATIC CORDIAL, and a bottle of the finest old LIQUEUR BRANDY, are useful things to have in the house.

The following DISINFECTANTS are reduced in price:

PERMANGANATE FLUID .50c. per bottle or \$3 per 2 gallon jar.

CARBONIC ACID 75c. per quart bottle.

JEYE'S FLUID, CHLORIDE of LIME and other Disinfectants at usual prices.

Special quotations for wholesale quantities.

A. S. WATSON & Co., Ltd.

THE HONGKONG DISPENSARY,

Established A.D. 1841.

Hongkong, 16th June, 1888.

DEATH.

At the Victoria Hotel, on the 18th inst., JAMES ABERNETHY, of Messrs. Abernethy & Sons, Aberdeen.

A petition embodying these facts and addressed to His Excellency the Governor is being signed by the masters and officers of ships visiting this port. They are the people chiefly concerned when Sunday work is carried on; but, apart from entering a natural protest, they have no voice in the matter themselves. If the lights come alongside the work must be done; competition is too keen for any one individual to refuse working. And what is the result? The year goes round for many without a single break in the dreary monotony of constant and unremitting labour. Sunday at sea is necessarily much the same as every other day; it has the same responsibilities, the same routine. To be in port gives the only opportunity of a well-earned rest, besides the privilege—to many a real one—of engaging in Divine worship. But where there are no restrictions upon Sunday work this opportunity is taken away; and not only so, but the additional and harassing labour of superintending the discharging and loading of cargo is added, necessitating, even in cases where the actual business is done by native tallymen and compradores, a distinct amount of supervision, responsibility, and consequent toil.

There are many ship-owners and agents who do all in their power to make Sunday as easy a day as possible for their officers and clerks.

But until a system of Sunday observance is adopted in the port the present evil cannot be remedied.

If the Sabbath has been indeed "made for man," and if the Seventh-day Rest has never been anything but a great recuperative power and a stimulus to those who otherwise to the world's work, why may not an effort be made, even though it should seem to incur a loss from a mercantile point of view, to restore to the Sunday that just respect which it commands from all Christian nations which have learnt to value its privileges?

This is not the first time that this question has been raised in the Colony.

It is not answered by payment for overtime. It is the day of rest that is craved.

And now submitting it with all due respect to the thoughtful consideration of the Hongkong Chamber of Commerce,

I remain, Sir,

Your obedient servant,
A. GURNEY GOLDSMITH,
Seaman's Chaplain.

To H. U. Jeffries, Esq., Secretary, Hongkong Chamber of Commerce.

To His Excellency Sir William des Vieux, K.C.M.G., Governor, and Commander-in-Chief of the Colony of Hongkong and its Dependencies, and Vice-Admiral of the same.

We the undersigned Master Mariners and Officers of Vessels trading to Hongkong, respectfully beg Your Excellency's consideration to the following facts:

1.—Hongkong, with the exception of Singapore and Penang, is the only port under the British flag where Sunday labour in the shape of discharging and loading cargo is permitted without any restriction.

2.—The necessity of a seventh day of rest has for centuries been recognised by the laws and customs of our own country.

3.—Although the absence of restriction on Sunday work in this port, presses us very hardly upon us, as it deprives us of that which Englishmen have learnt to look upon as their just right, we are nevertheless powerless from our position to do otherwise than submit.

4.—Whereas in some cases our Shipping Owners at home do not encourage or absolutely prohibit our working their ships on Sunday, we are practically compelled to do so in this port on account of the excessive competition.

5.—The Sunday labour shows a tendency to increase. And thus not only are officers on board ship deprived of their day of rest, but also many clerks are compelled to work in their various offices ashore all the year round.

Having regard to these facts and bearing in mind that restriction would be by no means unprecedented, witness for instance intermediate ports of call in Australia and the Coast ports in China, your petitioners humbly submit that the time has now arrived when some decisive step may be taken, and respectfully solicit that their day of rest may be assured them by legislation or otherwise.

And your petitioners will ever pray,

HONGKONG GENERAL CHAMBER OF COMMERCE.

Hongkong, 24th April, 1888.

Sir.—I beg on behalf of the Committee of this Chamber, to acknowledge the receipt of your letter dated 24th ultimo, and its enclosure, in reference to working in the Harbour of Hongkong on Sundays.

In reply, I am requested to inform you that the subject of your communication was brought before the Committee at a meeting held yesterday, and after full discussion of the merits of the case the following Resolution was passed unanimously:—

"That in the opinion of this Committee the objects sought to be obtained by the Rev. A. Gurney Goldsmith, as stated in his letter of 21st March to the Chamber, are worthy of every encouragement, but, in view of the many conflicting interests involved, the Committee do not see their way to support legislation to compel 'total cessation' of Sunday work in the Harbour, and unless an unyielding law applicable to all classes and nationalities of vessels be passed, it would be unfair."

The Committee would point out that the last clause in the petition to be presented to His Excellency the Governor, is somewhat misleading. It states:—

"Having regard to these facts and bearing in mind that restriction would be by no means unprecedented, witness for instance intermediate ports of call in Australia and the Coast ports in China."

The restrictions on Sunday work in the open Ports of China is confined to payment of HK. \$10, therefore the regulation is not so stringent as might at first sight appear from the clause in question.

I have the honor to be, Sir,
Your obedient servant,
(6d.) H. U. JEFFRIES,
Secretary.

Rcv. A. Gurney Goldsmith, Chaplain, St. Peter's (Seamen's) Church.

LOCAL AND GENERAL.

"INQUIRER'S" letter has been held over until to-morrow.

The "Gibb" Line steamer *Tarlar* left Foochow on the 15th inst. with first class for Melbourne.

A PARIS telegram dated the 8th inst. states that General Legerot has been appointed commander-in-chief of the 15th Army Corps.

The Ocean Steamship Co.'s steamer *Orestra*, from Liverpool, left Singapore for Hongkong this afternoon, and is due on the 24th inst.

Mr. Frank Henry Grimes, the successful candidate in a "competitive examination," has been appointed clerk at the Kowloon Observatory.

It is notified in the *Gazette* that the Coroner's Abolition Ordinance has received the Governor's assent.

DIVINE service was held at the Club Germania at 7 o'clock this evening to commemorate the death of the late Emperor Frederick III.

MR. GEORGE HOKSPUR's appointment as Acting Superintendent of the Fire Brigade, *vice* Mr. H. E. Weddhouse, doing duty as Colonial Treasurer, is officially gazetted.

MAGISTRATE.—So you admit having been engaged in making counterfeit money? Prisoner—Yes, your honor; you see the supply of the genuine article is so very, very short.

The *Foochow Echo* is referring to the *Li* tea freight from Hankow, expresses the belief that in a short time the freight from Foochow to London will drop to an equally low rate.

The Portuguese gunboat *Rio Lima*, Commander Sto. Barbara, arrived yesterday from Macao to convey Governor da Costa and family, who are shortly expected from Timor, back to the Holy City.

THE appointment of Dr. Cantlie, Dr. Ho Kai, Mr. N. J. Ede and the Hon. Wong Shing as members of the Sanitary Board, pursuant to section 4 of The Public Health Ordinance, 1887, appears in Saturday's *Gazette*.

WE would call attention to the alteration in the departure of the O. & O. steamer *Belgian* for San Francisco *via* Yokohama. Instead of leaving as previously advertised, her departure has been postponed to Thursday the 21st inst.

Two Chinese youths were accidentally shot—one of them fatally—at the Shanghai Rifle Range on the morning of the 12th inst. Two police constables, Watts and Bowern, were practice firing, and a third member of the force, named Bullock, was holding up the danger flag at a point of about 150 yards from the target. How the Chinese managed to get hit, or who fired the fatal shot does not appear at all clear from the account of the occurrence in the Shanghai morning paper, and an inquiry held by Capt. McEwan nothing definite was arrived at. The hapless marksmen, and other police officers, were roughly handled by a Chinese mob, and had some difficulty in escaping without injury.

THE *Amoy Gazette* hears that the Manila authorities have suspended the Quarantine Regulations on vessels proceeding from that port, and that the Spanish Consulate General at Amoy will now grant clean Bill of Health to steamers leaving for Manila.

THE *Courrier d'Haiphong* hears that as soon as Rear-Admiral de la Jaille concludes his inspection of the naval division of Tonquin and Cochin-China, he will return to France. The naval division of Indo-China will then be suppressed and the Commanders of the Tonquin and Cochin-China flotillas will act independently of each other.

THE *N. C. Daily News* learns from Hankow under date the 9th instant, that some 70,000 *q*-chests more will complete the first crop, which will then stand at 80,000 *q*-chests against 1,000,000 last year. While the teammen have made good, and in some cases very large profits on fine teas, there has not been so much room for profit on the lower grades, and it is at present quite uncertain what the second crop will be.

Freights in Hankow were steady at 30s. Some four or five crops were shewn on this market yesterday, but we have heard of no business as yet.

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Investigations amongst the poor of the East end—in the neighbourhood of Whitechapel—have brought to light some distressing and highly objectionable cases. In one house, in a room

only twelve feet by ten, fourteen people, principally Polish Jews, were found living together, nearly all adult males, and females. Some of these people had been expelled from Finland where the recent Russian Jewish oppression has now reached. France is also moving in this matter and, a measure was some time ago introduced into the Chamber of Deputies proposing a capital tax upon all foreigners residing within French boundaries.

OWING to the unpropitious state of the weather yesterday morning the Hongkong, Canton and Macao Steamboat Company's steamer *Honam* did not make an excursion trip to the Holy City as advertised. A goodly crowd of intending excursionists assembled at the Pier a little before nine o'clock, and as the vessel showed signs of having steam up, it was thought she would run; but punctually at the appointed hour of departure a portly watchman appeared on the gangway and with an expressive gesticulation bellowed forth the unexpected news that the vessel would not budge from her moorings. So San Antonio had to do without his customary devotees this time. We hear from Macao that the festival was celebrated with the usual Church pomp in the suburban temple, the clergy mustering in strong force at the altar, and the female devotees filling every inch of ground within the precincts of the sacred building. Rain fell in torrents, and the portly watchman appeared on the gangway and with an expressive gesticulation bellowed forth the unexpected news that the vessel would not budge from her moorings. So San Antonio had to do without his customary devotees this time. We hear from Macao that the festival was celebrated with the usual Church pomp in the suburban temple, the clergy mustering in strong force at the altar, and the female devotees

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The Hongkong Telegraph.

MONDAY, JUNE 18, 1888.

SIX DOLLARS
PER QUARTER

No. 1956.

Banks.

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AUTORISED CAPITAL £2,000,000.
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Registered Office, 42, THREADNEEDLE-STREET,
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BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT,
Buys and Sells BILLS OF EXCHANGE,
Issues LETTERS OF CREDIT, forwards BILLS for
COLLECTION, and Transacts Banking and
Agency Business generally, on terms to be had
on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, per Cent. per Annum.

ON CURRENT DEPOSIT ACCOUNTS
2 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL
BANK CORPORATION, in Liquidation, or on
the BALANCE of such claims, purchased on
advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE
SOCIETY.

E. W. RUTTER,
Manager.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

Paid-up CAPITAL £7,500,000.
RESERVE FUND 3,000,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COURT OF DIRECTORS:
Chairman: JOHN BELL-IRVING.
Deputy Chairman: W. H. FORBES, Esq.
C. D. BOTTRELL, Esq. S. C. MICHAELSEN, Esq.
W. G. BODDIE, Esq. J. S. MOSES, Esq.
H. L. D'ARCY-MEE, Esq. L. P. POENNECKER, Esq.
B. LAVION, Esq. N. A. SIEIS, Esq.
Hon. A. P. MCLEWEN, E. A. SOLOMON, Esq.

CHIEF MANAGER.
HONGKONG: THOMAS JACKSON, Esq.

MANAGER.
SHANGHAI: EWEN CAMERON, Esq.
LONDON BANKERS—LONDON AND
COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at
the rate of 2 per cent. per Annum on the
daily balance.

ON FIXED DEPOSITS:
For 3 months, 3 per cent. per Annum.
For 6 months, 4 per cent. per Annum.
For 12 months, 5 per cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities
and every description of BANKING and
EXCHANGE business transacted.

DRAFFTS granted on London, and the chief
commercial places in Europe, India, Australia,
America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, 25th April, 1888.

**RULES
OF THE
HONGKONG SAVINGS
BANK.**

THE BUSINESS of the above BANK
will be conducted by the HONGKONG
AND SHANGHAI BANKING
CORPORATION, on their premises in
Hongkong. Business Hours on WEEK-
DAYS, 10 to 3; SATURDAYS, 10 to 1.

2.—SUMS LESS THAN \$1, OR MORE THAN
\$50 at one time will not be received. No
Depositor may deposit more than \$2,500
in any one year.

3.—DEPOSITORS in the SAVINGS BANK,
having \$100, or more, at their credit, may at
their option transfer the same to the HONG-
KONG AND SHANGHAI BANKING
CORPORATION on fixed deposit for 12
months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3½ % per
annum will be allowed to Depositors on
their daily balances.

5.—EACH DEPOSITOR will be supplied gratis
with a PASS-BOOK, which must be presented
with each payment or withdrawal.
Depositors must not make any entries them-
selves in their PASS-BOOKS, but should send
them to be written up at least twice a year,
about the beginning of January and
beginning of July.

6.—CORRESPONDENCE as to the Business
of the Bank, if marked on HONGKONG
SAVINGS BANK BUSINESS, will be
forwarded free by the various British Post
Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand,
but the personal attendance of the
Depositor or his duly appointed Agent, and
the production of his PASS-BOOK, are
necessary.

FOR THE HONGKONG AND SHANGHAI
BANKING CORPORATION.

T. JACKSON,
Chief Manager.
Hongkong, 1st September, 1888.

NOTICE.

WE have this day authorized Mr. JULIUS
KRAMER to sign our Firm.
ARNHOLD, KARBERG & CO.
Hongkong, 13th June, 1888.

NOTICE.

MY INTEREST and RESPONSIBILITY in the
Firm of HAHN, PIRON & CO. has
ceased from this day.

E. FIRON,
Hongkong, 1st June, 1888.

I HAVE this day taken over the Business of
HAHN, PIRON & CO. and will carry on
the same in future under the style of

A. HAHN,
Dealer in Pianos and Musical Instruments.
Hongkong, 1st June, 1888.

Intimations.

IMPAIRED VISION.

MR. LAWRENCE, of the Firm of LAWRENCE and MAYO, OPHTHALMIC OPTICIANS, of London, Calcutta, and Bombay, may be expected in Hongkong on or about the 1st July. Due notice of Mr. LAWRENCE'S arrival will be given.

Singapore, 6th June, 1888.

THE HONGKONG HIGH LEVEL
TRAMWAYS COMPANY, LIMITED.

THE Public are respectfully informed that the PEAK TRAMWAY was OPENED for Public Traffic on WEDNESDAY, the 30th May.

THE CARS RUN as follows between St. JOHN'S PLACE and VICTORIA GAP:

8 to 10 A.M. every quarter of an hour.
12 to 2 P.M. half hour.
4 to 8 P.M. quarter of an hour.

SUNDAYS,

1 past 12 to 1 past one every quarter of an hour,
and from 4 to 8 P.M. every quarter of an hour.

Single Tickets may be obtained in the Cars.

Gentlemen are requested NOT TO SMOKE in the First-class Compartment.

Tickets for 30 trips up and 30 trips down, First-class at \$12.00; and Tickets for six trips up and six trips down, at \$2.50; Five-Cent Coupons and Reduced Tickets may be obtained at the Office of the GENERAL MANAGERS.

Hongkong, 14th June, 1888.

HONGKONG & CHINA GAS COMPANY
COMPANY.

THE TRANSFER BOOKS of this Company will be CLOSED from the 9th to the 23rd instant, both days inclusive.

F. W. CROSS,
Manager.

Hongkong, 8th June, 1888.

THE HONGKONG AND KOWLOON
WHARF AND GODOWN COMPANY,
LIMITED.

THE Company is prepared to Tranship Cargo from its Godowns at Kowloon or West Point to any Steamer in the harbour, and to bring Cargo across from Kowloon to any place on the Praya at the usual rates.

By Order,

ISAAC HUGHES,
Secretary.

Hongkong, 20th April, 1888.

NOTICE.

PUNJOM & SUNGIEH DUA SAMANTAN
MINING COMPANY, LIMITED.

NOTICE is hereby given that the Under-mentioned Fully Paid up Share Certificates were destroyed by Fire at Fodchow on the 5th January, 1888.

CREDITS granted on approved Securities and every description of BANKING and EXCHANGE business transacted.

DRAFFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, 25th April, 1888.

**RULES
OF THE
HONGKONG SAVINGS
BANK.**

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Depositor may deposit more than \$2,500
in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit, may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3½ % per annum will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked on HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI

BANKING CORPORATION.

T. JACKSON,
Chief Manager.

Hongkong, 1st September, 1888.

NOTICE.

WE have this day authorized Mr. JULIUS KRAMER to sign our Firm.

ARNHOLD, KARBERG & CO.

Hongkong, 13th June, 1888.

NOTICE.

MY INTEREST and RESPONSIBILITY in the Firm of HAHN, PIRON & CO. has ceased from this day.

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I HAVE this day taken over the Business of HAHN, PIRON & CO. and will carry on the same in future under the style of

A. HAHN,
Dealer in Pianos and Musical Instruments.

Hongkong, 1st June, 1888.

Intimations.

ROSE & CO.

ROSE &